

**Amendments to the Claims:**

The following listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Currently Amended) A control apparatus for an electrically assisted supercharger, ~~comprising~~ comprising:  
\_\_\_\_\_ a supercharger disposed on an intake passage of an internal combustion engine mounted on a vehicle, and driven by an electric motor;  
\_\_\_\_\_ controlling means for controlling the electric motor to control a boost pressure;  
\_\_\_\_\_ and pressure detecting means for detecting a state of the atmospheric pressure,  
an intake air mass detecting means for detecting the intake air mass;  
a turbocharger for performing supercharging by making use of an exhaust flow of the internal combustion engine; and  
a variable nozzle mechanism for variably controlling a supercharging state by the turbocharger;  
wherein wherein:  
\_\_\_\_\_ when the atmospheric pressure detected by the pressure detecting means becomes less than a predetermined value, the controlling means makes a driving force of the electric motor larger than that when the atmospheric pressure is not less than the predetermined value.  
\_\_\_\_\_ when the atmospheric pressure detected by the pressure detecting means becomes more than the predetermined value, the variable nozzle mechanism controls the variable nozzle opening with a feedback control based on a deviation in an intake air mass detected by the intake air mass detecting means and a target intake air mass determined based on an operating state of the internal combustion engine, and

when the atmospheric pressure detected by the pressure detecting means becomes less than the predetermined value, the variable nozzle mechanism prohibits the variable nozzle opening with the feedback control, based on the deviation between the intake air mass and the targeted intake air mass, and controls the variable nozzle opening with the targeted variable nozzle opening calculated based on the rotation number and load of the internal combustion engine.

2. (Currently Amended) The control apparatus for the electrically assisted supercharger according to Claim 1, ~~further comprising intake air mass detecting means for detecting an intake air mass,~~

~~wherein the electric motor controlling means determines an increase of the driving force of the electric motor, based on a deviation between the intake air mass detected by the intake air mass detecting means and a target intake air mass determined based on an operating state of the internal combustion engine.~~ wherein when the atmospheric pressure detected by the pressure detecting means becomes less than the predetermined value, the variable nozzle mechanism controls the variable nozzle opening by modification of the target variable opening with an intake pressure feedback.

3. (Currently Amended) The control apparatus for the electrically assisted supercharger according to Claim 2, ~~further comprising a turbocharger for performing supercharging by making use of an exhaust flow of the internal combustion engine, and a variable nozzle mechanism for variably controlling a supercharging state by the turbocharger,~~

~~wherein when the atmospheric pressure detected by the pressure detecting means becomes less than the predetermined value, consideration to an intake air mass is prohibited on the occasion of determining a control quantity of the variable nozzle mechanism~~ wherein when the atmospheric pressure detected by the pressure detecting means becomes less than the predetermined value, the control means determines an increase of the

driving force of the electric motor, based on the deviation between the intake air mass detected by the intake air mass detecting means and the target intake air mass determined based on an operating state of the internal combustion engine.

4. (Original) The control apparatus for the electrically assisted supercharger according to Claim 3, wherein the electric motor is built in the turbocharger and wherein the supercharger and the turbocharger are integrated with each other.

5. (Previously Presented) The control apparatus for the electrically assisted supercharger according to Claim 2, comprising an exhaust gas recirculation system for recirculating exhaust gas discharged from the internal combustion engine, to the intake passage,

wherein the controlling means controls the exhaust gas recirculation system so that an amount of the exhaust gas recirculated to the intake passage becomes coincident with a target exhaust gas recirculation amount determined based on the operating state of the internal combustion engine.

6. (Previously Presented) The control apparatus for the electrically assisted supercharger according to Claim 2, wherein the controlling means controls the electric motor so that the intake air mass becomes coincident with the target intake air mass.

7. (Currently Amended) The control apparatus for the electrically assisted supercharger according to Claim 3, wherein the controlling means controls the electric motor so as to secure the target intake air mass, with further consideration to an output of the internal combustion engine to be compensated for because of the prohibition of consideration to the intake air mass on the occasion of determining the control quantity of the variable nozzle mechanism.

8. (Previously Presented) The control apparatus for the electrically assisted supercharger according to Claim 3, wherein the controlling means prohibits consideration to

the intake air mass on the occasion of determining the control quantity of the variable nozzle mechanism and controls the electric motor so that the intake air mass becomes coincident with the target intake air mass.

9. (New) The control apparatus for the electrically assisted supercharger according to Claim 1, wherein when the atmospheric pressure detected by the pressure detecting means becomes less than the predetermined value, the control means determines an increase of the driving force of the electric motor, based on the deviation between the intake air mass detected by the intake air mass detecting means and the target intake air mass determined based on an operating state of the internal combustion engine.

10. (New) The control apparatus for the electrically assisted supercharger according to Claim 9, wherein the electric motor is built in the turbocharger and wherein the supercharger and the turbocharger are integrated with each other.

11. (New) The control apparatus for the electrically assisted supercharger according to Claim 9, wherein the controlling means controls the electric motor so as to secure the target intake air mass, with further consideration to an output of the internal combustion engine to be compensated for because of the prohibition of consideration to the intake air mass on the occasion of determining the control quantity of the variable nozzle mechanism.

12. (New) The control apparatus for the electrically assisted supercharger according to Claim 9, wherein the controlling means prohibits consideration to the intake air mass on the occasion of determining the control quantity of the variable nozzle mechanism and controls the electric motor so that the intake air mass becomes coincident with the target intake air mass.